

Development Control
Ribble Valley Borough Council

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Your ref: 24.0439
Our ref: D3.24.0439
Date: 22nd July 2024

App no: 24.0439

Address: Duke of York Inn Grindleton Brow Grindleton

Proposal: Application for planning permission for change of use from public house with living accommodation to residential use. Demolition of side and rear extensions and construction of single-storey extension to side and detached garage. Alteration to vehicle access and creation of domestic curtilage

The submitted documents and plans have been reviewed and the following comments are made.

History

3/2022/0883 - Application for planning permission for change of use from public house with bar serving food and living accommodation to public house with bar serving food, cafe and B&B accommodation, associated extension and alterations to the building. Construction of three one-bed holiday apartments, managers accommodation, alterations to vehicle access and landscaping. Approved

3/2021/1248 - Change of use from public house with living accommodation to residential use. Demolition and replacement of single storey extensions, alterations to vehicle access and landscaping. Following refused applications 3/2019/0049 and 3/2020/0219. Refused

Proposal

The application proposes to change the former public house to a dwelling and to reposition the vehicle access to the southern corner of the site. A new dwarf wall provided along the site frontage to formalise the footway across the frontage of the site. Cast iron bollards are also proposed to deter vehicles from parking on the pavement.

Site access

Grindleton Brow is classified C571 with 30mph speed limit. There are no collisions in the vicinity of the site in the previous 5 years.

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The existing access is to be closed and a new access constructed on the western boundary of the site which will connect to Buck Street.

Buck Street is privately maintained and carries public footpath 3-21-059.

There is a gap between the adopted highway Grindleton Brow and the red edge and the applicant should extend the red edge and be satisfied that they have a right of vehicle access over this land.

There is a visibility splay plan submitted showing splays on Grindleton Brow. There is a concern that the driveway will raise the conflict with the junction of Buck Street and the public right of way. An additional plan should be submitted to show the same splay along Buck Street. This appears to require amendment to the boundary treatment to ensure that users of Buck Street and the public footpath which runs along the western boundary can be seen.

The footway along Grindleton Brow does not appear to be highway however clearly there is benefit to pedestrians as there is no footway on the opposite side of the carriageway.

There is a new boundary wall proposed on Grindleton Brow frontage which will result in a 1.2m wide footway along the frontage of the development site and Grindleton Brow with bollards along the frontage and side on Main Street. The bollards will need to be set back by 0.5m from the carriageway edge and due to the narrow footway width they will reduce the remaining width to around 0.5-0.6m which will be insufficient for prams, wheelchairs and accompanied pedestrians.

We would request an amendment to the plan to include either the removal of the proposed bollards to ensure a minimum footway width of 1.2m or the widening of the footway to 2m with the bollards set 0.5m back from the kerb edge.

Parking

The 4+ bedroom dwelling will require 3 car parking spaces with secure cycle parking.

There is driveway space for 3+ vehicles and the proposed detached garage measures 6m by 9.2m internally and is designed for 2 vehicles and will provide sufficient cycle storage.

We would request that the garage is used only ancillary to the dwelling.

Conclusion

Lancashire County Council acting as the Highway Authority would request further information regarding the visibility at the new site access and right of vehicle access over the land. We would request an amendment to the plan to include either the removal of the proposed bollards to ensure a minimum footway width of 1.2m or the widening of the footway to 2m with the bollards set 0.5m back from the kerb edge.

Kelly Holt



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